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OPHTHALMIC OPTICIAN  
15, Queen's Road Central, Hongkong.

# The China Mail.

J. E. JONES  
THE EAST  
DIRECTIONS

September 21, 1920, Temperature 79.

Barometer 29.85

Rainfall 0.05 inch

Humidity 80.

September 21, 1919, Temperature 75

No. 18, 061.

二拜禮

一九二〇年九月二十一日

HONGKONG, TUESDAY, SEPTEMBER 21, 1920

日十初月八申庚九百九千一

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## BUSINESS NOTICES

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A pleasant, refreshing and cooling drink.

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Ruston-Hornsby touring car about end  
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Armstrong-Siddeley touring car about end  
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DONNELLY & WHYTE.  
WINE MERCHANTS.  
Tel. 638. Tel. 638.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

### COAL SITUATION UNCHANGED.

NEXT FEW DAYS CHARGED WITH FATEFUL CONSEQUENCES.

### COUNTRY'S ECONOMIC LIFE THREATENED.

London, September 20.  
The coal situation did not change over the week-end, but the next few days will be charged with the most fateful consequences for the country whose economic life is threatened with a shattering blow involving inevitable destitution and misery for millions. Some quarters express hopelessness based on the reported readiness of the Government to provide a rush court of inquiry to investigate and report upon the wage advance in a few days. These quarters declare that Sunday's meetings in the mining districts indicated that the men are not anxious for a strike and admitted that the public are generally against the miners. On the other hand, the meetings showed that the men would support the leaders. To-day's resumed conference between Sir Robert Horne and the miners' leaders is regarded as very critical and as the key to the situation.

### GOVERNMENT ADAMANT.

To-morrow there meets in London the national conference of miners' leaders to decide the question of a strike, while on Sept. 22 the railwaymen and transport workers meet to determine their attitude in the event of a strike. A dangerous factor as regards the railwaymen is the widespread belief that their union funds will be as hard hit by the miners' strike owing to unemployment doles as if the railwaymen struck and the fund carried strike pay. Consequently this view is encouraging the leaders to say "let us strike to get it over quickly and win." Meanwhile, it is authoritatively declared that the Government will not depart from its present policy, namely arbitration and inquiry must precede any grant of increased wages, although slight modifications in the details are possible.

### A FAVOURABLE SIGN.

London, September 25.  
The miners' delegates conferred with Sir Robert Horne for two hours this afternoon. The conference adjourned for tea. The fact that Sir Robert Horne and Mr. Smilie took tea together privately is regarded as a favourable sign.

### PRESIDENT WILSON'S DECLARATION.

New York, September 19.  
President Wilson, contributing \$500 to the Democratic campaign fund says that he feels that the very honour and destiny of the nation are involved in the campaign.

### AMERICAN TENNIS.

Philadelphia, September 19.  
Mrs. M. B. Mallory won the women's national singles lawn tennis championship, defeating Miss Marion Zinderstein, 6-3 6-1.

### SWEDISH ELECTIONS.

BOLSHEVIKS LOSE THEIR ONLY TWO SEATS.

Stockholm, September 19.  
The final results of the elections for the Riksdag are not yet known, but up to the present the Conservatives have won 11 seats, the Farmers' Union Party six, and the National Agrarian Party one. The liberals lost 11 and the Social Democrats six, the Bolsheviks or Left Socialists have lost the two seats which they previously held and up to the present have not returned a single candidate.

### FLIGHT TO HAIPHONG.

### THE DELAY AT HOIHOW.

NOT DUE TO LACK OF SPIRIT  
SUPPLIES.

Captain Rigou arrived at Hoihow on September 16, the same day that he left Hongkong, making the trip in five hours with Mr. Fairley, his distinguished passenger and three mechanics aboard.

The same afternoon during a heavy squall a small boat collided with the machine and damaged one of the planes. The following day, the damaged plane repaired, Capt. Rigou, accompanied by M. Painleve, departed for Haiphong. Before leaving he replenished his supplies of "Shell" aviation spirit from the stocks held in readiness for him by the Asiatic Petroleum Co. Consequently there is no truth in the rumour that no spirit was available at Hoihow.

### FAULTY WEIGHT.

### WHAT THE BUYER LOST.

VEGETABLE HAWKER FINED.

Inspector Earners this morning charged a Chinese before Magistrate Orme with unlawfully using a false weight on his dachens.

The defendant said that the did not mean to defraud his customers. The dachens was spoiled by one of his children, and he did not have time to mend it. He was not using the dachens.

The Inspector said that he actually saw the defendant weighing vegetables with the dachens. When he examined it, he found it was 12 1/2 per cent against the buyer.

### DEATH AT HOME.

### MRS. MESSER.

COLONIAL TREASURER'S WIFE.

News has been received in the Colony by cablegram of the death at Home of Mrs. Messer, wife of the Hon. Mr. C. McL. Messer, O.B.E., Colonial Treasurer, who is now at Home on leave.

Mr. and Mrs. Messer and their two sons left the Colony early this year. Although Mrs. Messer had not been enjoying good health at the time she left the Colony, her condition was not serious, and the unexpected news of her death will come as a great shock to her many friends here. During the time that her husband was Captain Superintendent of Police, Mrs. Messer showed keen interest in the social activities of the members of the Force, and her death will be regarded as a personal loss to the Force, the members of which still retain kindly recollections of her. She passed away on September 15, at Milford, England. Much sympathy will be felt for her husband and two sons in their sad bereavement.

Replying to the Magistrate, the Inspector said that he did not think the bit which was broken off the end of the dachens would have made any difference to the weight. It was the weight which was faulty, it was right.

## THE DOLLAR.

To-day's closing rate 4/3 1/2  
To-day's opening rate 4/3 1/2

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

### SOCIETY OF NATIONS.

Paris, September 18th.  
A Havas message says:—  
The Council of the Society of Nations met to-day in Paris. M. Leon Bourgeois (representing France) being chairman. Mr. Fisher is representing Great Britain. The chief problem submitted are the League question and the Polish-Lithuanian conflict.  
Paris, September 17th.  
A Havas message says:—  
The Paris Municipality gave a reception in honour of the Council of the Society of Nations now sitting.

### AUTONOMY OF ALEPPO.

Paris, September 17th.  
A Havas message says:—  
At Beyrouth Syria, the autonomy of the province of Aleppo, under the protection of France, was solemnly proclaimed by General Gouraud. "The greatest enthusiasm prevailed among the population. In the course of the official reception by the Municipality, Christian and Moslem leaders, alike, expressed their warm gratitude to France for delivering them from the Turkish yoke and for helping them in restoring the prosperity of the province, especially through equipping the Port of Alexandrette as the natural outlet for the richest oil and wheat districts in the province."

### M. DESCHANEL.

Paris, September 17th.  
A Havas message says:—  
M. Millerand gave the Cabinet official cognizance of M. Deschanel's resignation. The National Congress is likely to meet on Thursday or Friday next for the election of a new President. Friends are insisting that M. Millerand should stand as a candidate, but he has so far persisted in his refusal, preferring to pursue the work undertaken as Premier.

Paris, September 18th.  
A Havas message says:—  
M. Millerand, to-day, visited M. Deschanel when the latter intimated his decision to resign, owing to ill-health. The Cabinet, after hearing the Presidents of the Senate and of the Chamber of Deputies to-morrow, will decide on the date of the election of the successor. M. Millerand has intimated that he would in no case stand as a candidate. Efforts are to be made, however, to prevail upon him to reconsider the decision. In any case, the election is most likely to take place next week.

### CHINESE OFFICIAL TOURING SWEDEN.

Stockholm, September 18th.  
Yuan Shikuan, former Chinese Vice-Minister of Education, is visiting Sweden with the object of studying the Swedish educational system.

### JEWISH TRIBE IN CHINA.

London, September 18th.  
According to the Paris Tribune a Jewish tribe of Hebrew origin has been discovered in Central China which had immigrated into China before the epoch of the kings of Israel. It has adopted Chinese customs but has preserved certain racial purity and speaks a particular language.

### UNITED STATES PLACATING JAPAN.

London, September 17th.  
The Times Washington says that, according to the New York Times Washington correspondent, the authorities here, by granting proper rights to Japanese already in America, that Japan will agree to prohibit Japanese labourers and farmers from entering the United States, otherwise unless some arrangement acceptable to California is quickly concluded—America will experience another of its periodical anti-Asiatic agitations.  
The Democratic platform has a plank pledging the Federal Government's support to the views of the States concerned, and Senator Harding has recently issued a similar statement.  
The Washington Government is determined to settle the controversy and prevent further objectionable legislation in California.  
The Times has reason to believe that America intends proving its goodwill towards Tokyo by withdrawing active objections to the Bagdad arrangement.

### ORIENTAL QUESTION.

San Francisco, September 18th.  
Governor Cox, in a speech, referring to the Japanese land-owning class, declared that the fundamental policy of the Democratic Party was that the States should exercise Statehood rights within the provisions of the Federal Constitution. "To the United States was reserved the treaty-making power establishing the relations of the nation as a whole with friendly nations." He proceeded, "California should not ask, and I am sure she does not ask, for any procedure in the Oriental settlement problem which cannot be accomplished by the general policy of the Government, harmoniously working out such agreements as must be made with friendly nations." At the same time, if California does not desire her lands to come into the possession of Orientals, she may expect, in consequence of established Democratic principles, genuine co-operation of the national Government in working out a plan by which she excludes the Oriental settler. "There is nothing easier, in fact, it constitutes a real offer of co-operation in any decent settlement of this question."

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HIGH GRADE BATH TOWELLING.  
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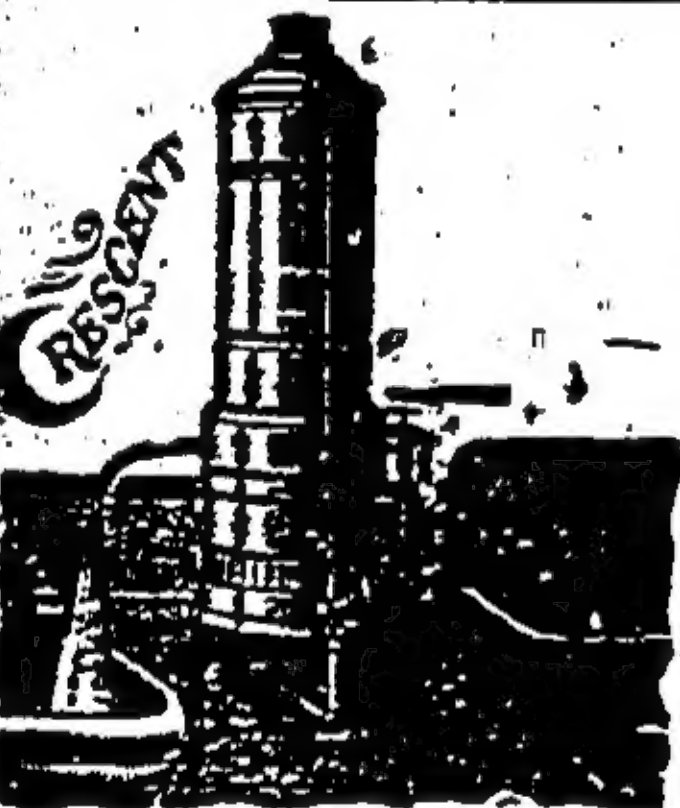
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BATTERIESfor pocket Torches has  
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117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

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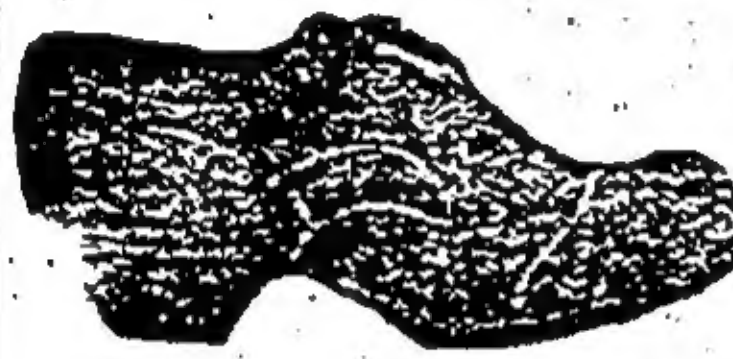
This is the year to have a  
good garden. Plant lots of  
seeds and take good care  
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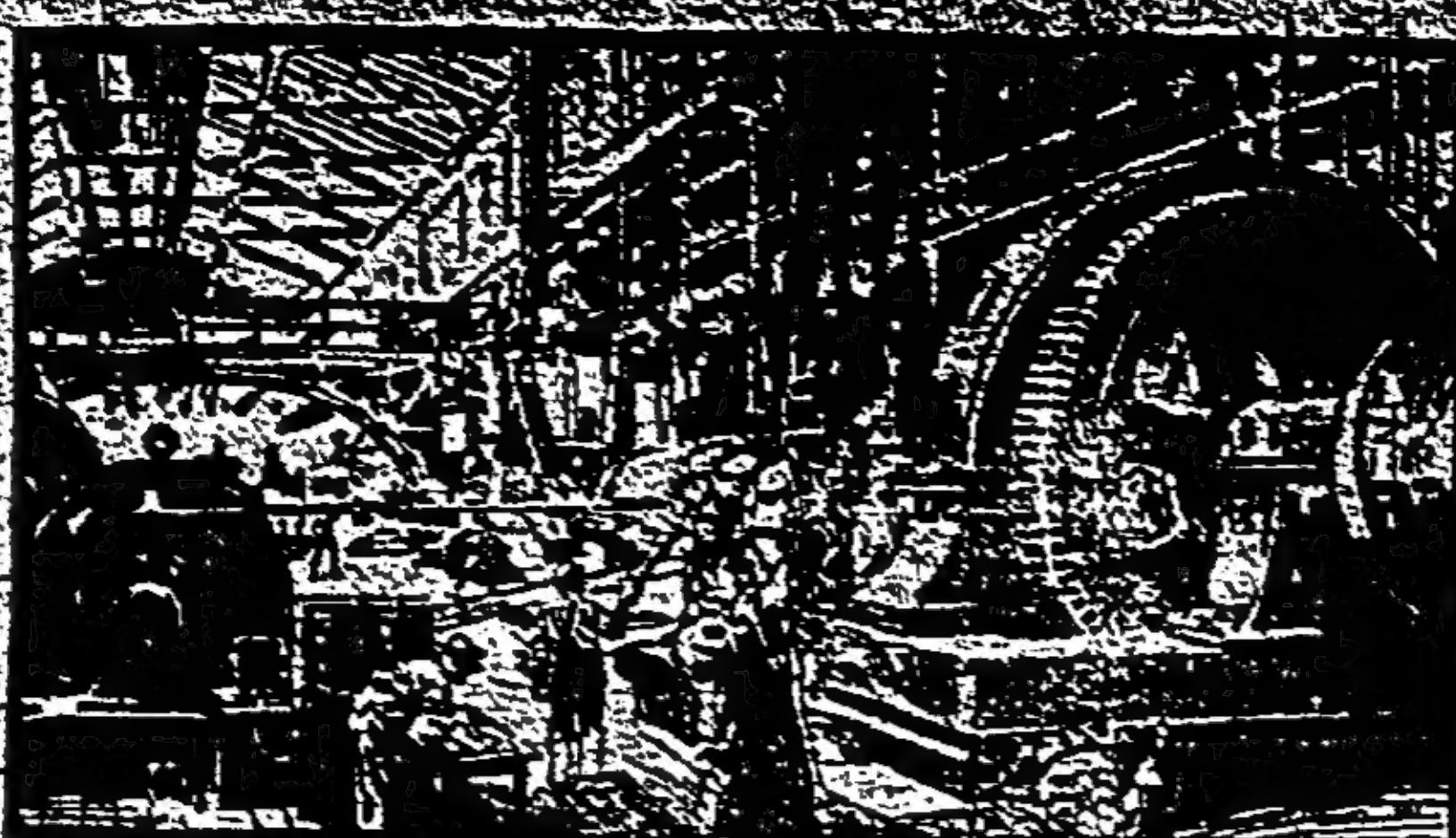
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## Westinghouse

ELECTRICAL APPARATUS FOR EVERY PURPOSE

## WORLD FINANCE.

## BRITAIN'S POSITION.

## AN INTERESTING REVIEW.

Mr. F. R. Acheson Shortis, who was recently appointed vice-president of the Guaranty Trust Company of New York, made, upon his arrival in New York recently, an interesting statement to the representatives of the Press, who met him there, and was widely circulated. The London office of the company has just received a copy of this statement. It reads as follows: "I think there is an impression in less well-informed quarters of the United States that it is unnecessary to discriminate in regard to the respective economic positions of the Allies. It is probably true in some directions that the war has left them all in such a state of financial paralysis, from which it will take them long years to recover, that the question of degree is immaterial. While this feeling may accurately represent the situation in regard to certain countries, it is certainly not correct in regard to Great Britain. It is true that she has spent in connection with the war from the 1st of August, 1914, to the 1st of May, 1920, the vast sum of £11,000,000,000 or at par of exchange 53,460,000,000 dollars, but it should be remembered as a point of extreme importance that of this stupendous amount more than \$4,000,000,000 (19,440,000,000 dollars) has already been raised during the war by revenue, leaving a balance outstanding of approximately £7,000,000,000 (\$4,000,000,000 dollars). The latter figure includes advances to the Allies, as well as to the British Dominions, of approximately £1,850,000,000 (\$1,000,000,000 dollars). It is difficult to state what amount of the latter sum will eventually be recovered, but by assessing it for the purpose at £1,000,000,000 (\$4,860,000,000 dollars), there would remain an amount outstanding in connection with the war of £6,000,000,000 (\$29,160,000,000 dollars), or only one and a half the amount that has already been raised in revenue during the last four years. It is possible that the revenue raised during the last four years may exceed the amount which is possible by means of equivalent taxation in the future, but at the same time there should be a very drastic reduction in Government expenditure, to compensate for any loss of revenue raised thereby. There is at present a vast army of Government clerks and officials which will in due course be dispensed with, although Government action will, as usual, be very slow. Considering the extent of her expenditure on the war, the financial position of Great Britain is decidedly favorable. It is gratifying to know that she is not only balancing her budget in a satisfactory manner, but has moreover, a considerable surplus in hand, which should provide a sinking fund

sufficient to redeem the entire out-  
standing debt within a reasonable  
time.

"Trade throughout Great Britain has, until quite recently, been excellent, and statistics demonstrate the healthy condition of her export trade. It is true that during the last few weeks there has been a falling off in the amount of orders received from abroad. It is difficult to say, however, whether this is a temporary or permanent development. The big joint stock banks, with a view to bring about some deflation in credit, have been exercising discrimination regarding loans, and have declined all applications based upon stock exchange securities, or commodities of a nonessential description. They are, unfortunately, compelled to carry a large amount of the floating debt of the Government in the form of Treasury Bills, on account of a disinclination of the investing public to purchase the Treasury Bonds, which the Government hoped to sell for the funding of this debt. The banks, therefore, are unfortunately not in a position to give the assistance to trade that they would otherwise have been willing to do, and, moreover, dear money has had the effect of depreciating the very securities which the Government desires to sell for the purpose of relieving the situation. The last nine months have witnessed an enormous number of industrial flotations in the London market. These have been quickly absorbed by people who have acquired new wealth during the war. By reason of the large amount recently left on the hands of underwriters in recent issues, it would appear that the public appetite has, for the time being, been satisfied. It is possible that this appetite may pass away, but doubtless it is early due to uncertainty concerning the Government's action in regard to the wealth tax, which is still the chief concern of the business world. At one time it was thought that this tax had been abandoned, but that does not appear to be the case, although public opinion against it is continuously growing.

"Taking the situation in general, the position of Great Britain cannot be regarded as unfavorable, although the fact that sterling expressed in United States currency shows a depreciation of more than 20 per cent. may be taken as an indication that the credit of Great Britain is severely impaired. But people who are well acquainted with the actual economic position, and the reasons for the present level of exchange, are, of course, aware of the facts. It is not that Great Britain is not prepared to pay its debt to the United States, for it possesses plenty of assets, but it does not, unfortunately, possess any tangible assets which can be removed from Great Britain to the United States. It is, therefore, necessary to wait until such time as she can export or tender services in

sufficient quantities to produce a trade balance in her favor. It should not be overlooked that the balance of trade between Europe and certain other countries, notably the United States and Argentina, is decidedly unbalanced in favor of the latter countries. It is not in the interest of these countries that it should remain so permanently, or even for a protracted period, because the purchasing power of Europe in those countries is going to be curtailed by such a condition of affairs. The war has made the United States so great a creditor country to Europe that she must now give her debtor an opportunity to pay her by that only means possible to him. This can be achieved only by exporting goods and rendering services. For this purpose it is not necessary for Europe to export to the United States alone, but she must export to all other countries, and, in particular, countries that the United States purchases from. For instance, by means of European countries exporting to the East in excess of her imports from the East, and at the same time by an excess of American imports from the East over her exports in the same direction, the balance of indebtedness by Europe to the United States could eventually be liquidated. For the purpose of adjusting the trade balance, it does not matter whether Great Britain, Germany, France and Italy export in larger quantities one than the other, as the balance of trade of the latter countries all favor Great Britain, and these exports will relatively at the same time, not only adjust the trade balance between Great Britain and the United States, but they will bring about an adjustment between those countries and Great Britain."

WHEN BABY'S TEETH ARE  
COMING THROUGH

Baby's Own Tablets Save Pain  
and Tears.

Teething time not only is a trying world to baby but also means much worry to mother.  
The little one's gums become swollen and tender; he is cross, does not sleep well; is troubled with constipation, colic or diarrhoea and sometimes even convulsions set in.

During this period nothing can equal the use of Baby's Own Tablets, the "teething" child's remedy. They regulate the bowels and stomach, and make the teething as easy as the mother scarcely realizes baby is getting his teeth.  
An experience has been that Baby's Own Tablets for the fever caused by teething and give baby healthy sleep. My baby has always been healthy except for the fever and restlessness accompanying teething and an occasional cold, but the Tablets have proved so beneficial in these cases that I would not be without them. Write Mr. W. S. Long of Rochester, British Columbia.  
These Tablets are equally beneficial and harmless to the youngest infant and the child of eight years or more, giving positive relief from teething, colic, diarrhoea, constipation, fever, and all the troubles that attend the coming of the teeth. They are to be had from chemists, also sent free of charge to the baby from Dr. Williams' Medicine Co., 90 Rochester Road, Rochester.

## NOTICES

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ALL ELECTRIC TRAM, Pan Electric, Electric Lifts, Fan and Lighting.  
European Baths and Sanitary Fixings, Hot and Cold Water System  
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(THE ONLY AMERICAN HOTEL IN THE COLONY.)

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surprisingly cheap. Moderate Terms. Monthly and Family Rates on  
application to the Proprietors. Launches meet Passenger Boats.  
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Recently renovated and furnished, electric light and fans throughout  
and sanitary modern management. Cuisine under the personal supervision  
of the proprietors. Bar and Billiard Rooms. Terms moderate. Special terms to  
families on application to  
Telephone K. 3. Telegraphic Address: "PALACE".  
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OPPOSITE THE ROYAL THEATRE.

Candies, Ices, Sodas, Creams, and Confections.  
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TANG YUE, Professor.  
Residence: 14, WING LING, 14, WING LING, 14, WING LING.  
TERMS VERY MODERATE.  
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FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen.  
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NEW DELIVERY OF  
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NINONS,  
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FOR  
AFTERNOON, AND  
EVENING WEAR.

EXCLUSIVE DESIGNS AND  
LATEST COLORINGS.

## DEATH.

MESSER.—At Milnthorpe, England, on the 16th inst., Mary, the wife of C. McI. Messer, O.B.E., Colonial Treasurer.

## MARRIAGES.

WEBER—SULLBERY.—On September 15, 1920, at Shanghai, Charles Albert Weber of Zurich, Switzerland, to Helen Christine Sullbery of Oakland, California.

GRAY—TRUELOVE.—On September 15, 1920, at Shanghai, Andrew Thomas, eldest son of Mr. and Mrs. Thomas Gray of Cardiff, Wales, to Doris Marian, daughter of the late Mr. Alfred and Mrs. Truelove of Aylesbury, Bucks, England.

## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"  
HONGKONG, TUESDAY, SEPT. 21, 1920.

## BEER IS DEARER.

When a luxury like milk went up a couple of cents in price, the people raged. When the cost of a necessity like beer goes up, there is no outcry, but for a watchful China Mail no murmuring, no riot. Perhaps it may be that the public has been shocked and dumfounded, and will presently recover and be articulately protestant. At half a dollar the bottle we have provoked to rebellions. We have sometimes wonder what the brewers buy one half so precious as the stuff they sell, might well copy Carson and his covenant, and arm themselves in defence of our beer.

Let publicans shape their profit on Cape.

And ordain that whisky be dear;

But swart their eyes if ever they tries.

To rob a poor man of his beer.

That is a police adaptation of a

police song written to celebrate

the Act of William IV, which re-

duced the duties on ale. And lest

you should fall into the characteris-

tic error of deeming beer a vulgar

subject, for a China Mail discov-

ers, we remind you that the litera-

ture of beer is extensive and re-

spectable. Bishops and archbishops

are contributed to it. Bishop

John Gill, of Bath, and Wells,

note the song which says,

"Then let them drink till they are

drunk, and wink."

And let fellows should do

as they see fit, and let them have the

Good ale doth bring men to.

Archdeacon Mapes of Oxford and

other reverends have spoken up for

it, besides many laymen of great

literary repute, as may be seen in

Maynard's Anthology. That the

Hongkong Hotel Company should

increase the price of beer is a griev-

ous thing, only to be countenanced

in view of the chit system and its

losses—which iniquitous way of

paying the shot, by the way, can-

not have been meant by Thomas

Ravenscroft (1592-1635) when he

wrote:

Charge it again, boy, charge it

again.

(Pardona moy je vous en prie)

As long as there's any incke in

my pen,

With never a penny of money.

Hilaire Belloc, who takes his

pleasure in a pint of beer, is as all

men know a religious minded man,

and he sings much of it.

If I were what I never can be,

The master or the squire:

If you gave me the Hundred

from here to the sea,

Which is more than I desire:

Then all my crops should be

barley and hops,

And did my harvest fail

I'd sell every rood of nine acres

I would

For a belly-full of good ale.

He even mixes his theology with

his devotion to beer, as when in

the "Song of the Pelagian Heresy"

he tells us:

Now the Faith is old and the

Devil is bold—

Exceeding bold, indeed;

And the masses of doubt that are

floating about

Would smother a mortal creed.

But we who sit in a sturdy youth

And still can drink strong ale—

Let us put it away to infallible

truth.

That always shall prevail.

For, indeed, this beverage is no

fit subject for mere music-hall

humour; it is rather an inspiration

to higher thought. Professor A.

E. Housman has told us:

"Malt does more than Milton can:

To reconcile God's ways to man.

Yet these local purveyors must

needs go and shove up the cost of

it. How shall we sing the songs

of Zion by the thin waters of

Babylon, with the costly lager and

the chemical imitations? How

imibe the goodwill that is brewed

in beer, and yet forget the por-

phy? How, with a whole

heart, obey the injunction of Belloc

to:

"Thank the Lord for the tem-

poral sword,

And for howling heretics too,

And for all the good things that

our Christendom brings,

But especially barley brew?"

How, with this horrid attack upon it, this latest, unexpected tax, are we to sing our own treasures, old England's good cheer, The profits and pleasures of good British beer?

It may be true that: Your wine-tipping, dram-sipping fellows retreat, But your beer-drinking Briton can never be beat.

But even a Briton in Hongkong is not made of money, and half a dollar a swill comes too near prohibition to be pleasant. No doubt Lloyd George was right when he said the beer drinkers were helping to pay for the war; but what are we now helping to pay for? To the "causee sunt quinque bibendi" this looks like an impertinent amendment, an interpolated reason for not imbibing. To Samuel Johnson's (1709-1784) Hongkong has to add a sort of envoi verse. He wrote:

Hermit hear, in solemn cell, Wearing out life's evening gray, Smite thy bosom, sage, and tell What is bliss, and which the way?

Thus I spoke and speaking sighed, Scarce repressed the starting tear; When the willing sage replied— "Come, my lad, and drink some beer."

Hongkong beer drinkers also may now sing of the "solomon sell" and "scarce repress the starting swear."

Hermit hear, where'er you are, Listen what has happened here. We found when we approached the bar

They had raised the price of beer. How can we "down the memory of that insolence?" How "banish despair in a mug" when the mug now costs two-and-a-halfpence? How different in 1625-1640, when Lawrence Price sang:

Why should I deal with starking Rooks? That seeks four gulls to cozen. To give twelve pence for a quart of wine?

Of ale 'twill buy a dozen. Perhaps with John Clare (1793-1864) we would "sooner suck ale through a blanket than thimbles of wine from a glass," but at two for a dollar we are undone. We may agree with John Gay (1685-1732) to

bet, and lay the odds, That nectar, "drink of heathen gods," Was poor compared to ale; but at nectar prices? Hah! It is then we would repeat the protest of 1855:

Beer, boys, beer! the present scale of prices Leads to a style of tittle not the best.

Vile Spanish root, and quassia, which not nice is, Bad for the bile, and oppressive for the chest;

But let's unite with hearty agitation, Push for our rights, and battle might and main;

And ours shall be a large and priming tankard Of real wholesome stuff, brewed out of roasted grain.

It is a quandary we are in, no less, for we cannot "battle might and main" for our rights without first heartening ourselves with that which, by common consent, all the poets who have tackled it, is the proper stimulant. As C.S. Calverley (1831-1884) said:

Such power hath Beer. The heart which Grief hath cankered Hath one unfailing remedy—the Tankard.

But now, on top of Hongkong's racking rents, they make our tankard cost us fifty cents.

Perhaps a humble petition to them will be best, praying their mercy, and getting the ladies to endorse our prayer, for assuredly if they pile on the price of it, we shall be saying "after Alexander Brome (1620-1666)

From ladies I'll withdraw my heart, And fix it only on the quart."

And that, as even a hotel proprietor might know, would be dreadful.

SUPER RED TAPE.

The China Mail in its capacity of Government Analyst (highly qualified) has detected traces of Red Tape, and has issued previous certificates to that effect, without, however, instituting a prosecution for adulteration. Doubtless this was misguided mercy, for the Red Tape worm is growing apace, and devouring the substance of the body politic. An instance of Super Red Tape has been whispered into our ever open ear, and this, if you please, is how the tale runs.

An order was issued, that all government employees going away on leave should book their passages through the Harbour Office.

Just before the order was issued, a government man had already booked his passage.

He was told to book through the Harbour Office.

He intimated that he had no objection, but that he had already

actually booked, before the order came out, and he reminded the official that at the time he booked the exchange was more favourable to the Government.

No matter. It is an order. You must book through the Harbour Office.

We do not know how true, if less or plus, we tell you just as it was told to us.

They say that the cancelling of the first booking, and the re-booking through the Harbour Office, of this man's passage, cost the Government about \$200 extra.

Had it been \$50 more or only \$5 more 'twas bad, 'twas foolish, 'twas indefensible. But Red Tape at \$200 a yard, and we so poor, is something for which you are at liberty to find your own adjectives.

MOTOR HIRE.

Now that the Hongkong Hotel Co. is opening its own garages, we hope it will provide cheaper means of transportation between its own hotels. Present rates of hire are far too high. There is no more natural or pleasant a sequel to a good dinner in the grill than a spin out to Repulse Bay and back, and they should have their own cars. A neat little car might be discreetly dropped on the dinner table at the right moment, saying:

It's a fine night. Coffee and liqueurs will be served at Repulse Bay. Tell the table boy. We'll do the rest.

With an inclusive or flat rate, the hotel cars would be very popular.

GOLF AT HAPPY VALLEY.

The contributor of golf notes to the Daily Press says that he counted as many as eight men at one time (on Thursday evening) practising on the course of the ground at Happy Valley.

The bombardment of balls, on Thursday evening, coming from all directions, was enough to frighten any lady off the course.

That settles it. As soon as we can catch our "Adversarius" half sober again (just now he has found a place where the pleasant poison of M. Pernod may be had) we shall send him down to Happy Valley with a box of balls and a few clubs, to practise. This will amount to a kangaroo shooting trip, for he is sure to hit a boomer or two. We will publish due warning to Happy Valley parents, what evening to chain up their amahs and children.

In order to make Happy Valley safe, we must first make it more dangerous. A Government official tells us that even the main road is not safe, the road that runs between the race course and the cemetery. He saw a ball hit the cemetery wall, bounce across the road to the stable wall, rebound once more to the cemetery wall, and thence up in the air to drop into the race club premises. If "Adversarius" can persuade a ball to bounce from head to head of the eight men who were practising on Thursday, so much the better. The other day a sailor who was hit while walking along the cross road, athwart the valley, vaulted the fence and ran up to the golfer who did it. "But I shouted 'Fore,'" said that gentleman, "you should have looked out."

"Ho! Should I?" retorted the lad from the ocean. "Well, you look out. Four, five, six," and he gave him one, two, three.

THROUGH THE POST.

MORPHINE IN MAIL.

SEIZURE AT MANILA.

Once again an attempt to bring contraband to Manila through the mails was frustrated when customs detectives assigned to the bureau of posts to inspect incoming correspondence discovered one kilo of morphine, valued at about P3,000 wrapped up in a bundle of Chinese newspapers.

Customs sleuths stated that the mails which brought the drug to Manila arrived on the steamer "Taming." The newspapers were held in the bureau of posts in order that the addressee, a supposed Chinese, would call for it. Believing that nobody would call at the bureau of posts after several days, and that the addressee was a fictitious person, the officials opened the bundle and found the drug.

CHAMBERLAIN'S COUGH REMEDY.

THIS remedy has no superior as a cure for colds, coughs and whooping cough.

It has been a favorite with mothers of young children for almost forty years.

Chamberlain's Cough Remedy can always be depended upon and is pleasant to take.

It not only cures colds and grip but prevents their results in pneumonia.

Chamberlain's Cough Remedy contains no opium or other narcotic, and may be given to children of all ages.

For sale by all Chemists and Druggists.

LOCAL AND GENERAL.

The death of Kobe's oldest foreign resident occurred on the 9th inst. in the person of Mrs. A. Drewell.

There will be a short Memorial Service for the late Mr. Hinchison in St. John's Cathedral on Thursday next at 5.15 p.m.

Boatswain F. J. Light has been posted to the "Tamar," depot ship, Hongkong, for additional duties. Mr. Light got his warrant last year.

According to the Cheng Pao, there are more than a thousand people who hold securities in the Ministry of War. It appears doubtful whether they all can be dismissed.

The allowance for tropical outfit to regular officers posted to battalions serving in the tropics is to be discontinued. The cases of non-regular officers will be specially considered.

The Hankow press reports that, on the occasion of the wedding of Chang Tsao-lin's son to Tsao Kun's daughter, the President presented the happy couple with a gift of \$2,000,000.

The N. Y. K. s.s. "Shim-i Maru" went into quarantine upon her arrival on Saturday because two Japanese had died on board on the voyage from Bombay. She was released at noon yesterday and moored at the Kowloon Godowns.

Brigadier-General C. G. Prendergast, C.B., who has just retired from the Indian Army, took part in the China campaign of 1900 (mentioned in despatches, medal with clasp); the Burmese, Miranzai, Waziristan campaigns, and the late war.

## SPECIAL CABLES.

THE RUBBER SLUMP.  
SERIOUS POSITION.  
HEAVY FAILURES ANTICIPATED.

[China Mail Special.]  
SINGAPORE, Sept. 20.

The rubber slump has created a serious position locally. Heavy failures among European, American, and Chinese firms are anticipated.

FAMINE RELIEF.  
GENEROUS DONATION.

B. A. T. CO. GIVES \$100,000.  
[China Mail Special.]  
SHANGHAI, Sept. 21.

The British American Tobacco Co. has donated \$100,000 to the famine relief fund.

ALLEGED OPIUM SALES.  
ITALIAN ACQUITTED.

SHANGHAI PROSECUTION FAILS.  
[China Mail Special.]  
SHANGHAI, Sept. 21.

Pariani who was charged in the Italian Court with keeping shops in the settlement for the sale of opium was acquitted. Pariani is a well-known resident and editor of the China Observer, which is owned by Signor Musso, a prominent Italian lawyer.

LOCAL AND GENERAL.

We have to acknowledge receipt from the British American Tobacco Co., of two dainty combined paper weights and blotters.

Capt. A. A. Ellison, lately flying his broad pennant as commodore in the "Kinsha," as senior naval officer, River Yangtze, has assumed command at Sheerness of the battleship "Commonwealth," gunnery training ship at Invergordon, in succession to Capt. G. R. B. Bloom.

The marriage of Mr. P. E. Dalley, Assistant Manager of the Standard Oil Co. in Tientsin, to Miss Elizabeth Florence Winston, daughter of Dr. and Mrs. Warwick Winston, was solemnized quietly in the presence of only intimate friends of the parties, at the residence of Mr. W. M. Howell, in the German Concession, on September 9.

It is announced that Captain Goto, who returned from Europe with Admiral Kato, has succeeded in perfecting his invention of a disappearing gun. The Captain, who is the Chief of the Ordnance Department of the Kure Naval Arsenal, was greatly interested in the disappearing gun used by Germany during the late war. His discovery will be fitted up in a certain monster warship now under construction at the Arsenal.

Owing to the fact that their demand for the dismissal of the dean and the proctor was not complied with, the students of the China National Institute at Woosung went on strike a few days ago. The strike has now taken a more serious turn and ten students have been expelled by the authorities. The students demanded the dismissal of these two officers on the ground that they refused to refund the fees of a certain student who left the school on account of ill-health.

Commenting on Hongkong's dependence on Shanghai for treatment of rabies, the N. C. D. News says: "We do not know whether there is any differentiation between the charges made to ratepayers and non-ratepayers here for the treatment, but if the facilities here—municipally provided—are to be made use of by people up and down the coast, the ratepayers of Shanghai should receive preferential treatment. It seems an ungracious suggestion, it is true, but it is purely a business question, for the ratepayer already contributes something towards the cost of the treatment, whereas the non-ratepayer does not."

Officers serving abroad who are allowed to retire under the special scheme promulgated on April 1 last will be relieved from duty on the foreign stations as early as practicable and granted free passages to England and full pay for the period of passage, provided there is no undue delay in travelling. As far as practicable, use is to be made of warship returning to England for the conveyance of these officers, where a saving of expense to the Crown is thereby effected. That is, where the saving on the cost of passage will more than counterbalance any additional full pay which may become payable should such an arrangement have the effect of extending the period between the date of superannuation and that of arrival in England.

In spite of the protest of Dr. Marvin A. Rader of the Methodist Episcopal church, the Manila hotel will remain "wet." Mayor Fernandez having signed the permit allowing the hotel to continue its bar service. Prohibition, not being yet in force in the Philippines, Mayor Fernandez stated that he had no other alternative than grant the licence applied for. "He made it clear that while he was in office to enforce the city ordinances, it was not a wise policy on his part to go ahead of the legislature and attempt to enforce a law which was not to the liking of the country."

## STOWAWAYS.

"VERY NUMEROUS LATELY."  
"EMPEROR" CAPTAIN'S REMEDY.

Two Chinese were this morning charged before Magistrate Orme with stowing away on board the s.s. "Empress of Asia" from Hongkong to Vancouver, where they were discovered and brought back.

The defendants pleaded "guilty," and said that a man nicknamed Wong, a relative of theirs, took them on board the ship.

Inspector Spears, who prosecuted, said that from what he could gather from the defendants yesterday, the first defendant's father took them on board the ship, and placed them in the care of a Filipino bandsman, who had undertaken to see them through to Vancouver. The defendants had apparently hidden in this bandsman's cabin throughout the trip, for they were not discovered until the ship berthed at Vancouver.

The Magistrate: Have you got the bandsman in court?—No. We could not connect the defendants with any of the bandsmen.

The Inspector said that there were six bandsmen on board the ship at present. Two others had left the ship at Manila. If they charged the bandsmen now, they were sure to place all the blame on the two absent bandsmen. Another difficulty was that the defendants would not point out the bandsman who had charge of them.

The Captain of the ship said that stowaways were very numerous lately. They were found on board almost every trip. For a long time the C.P.O.S. did not proceed against the men, but this time the Superintendent decided to make an example of the defendants. The Captain added that it was almost impossible to check stowaways, and he thought that the only thing to do was to impose a heavy penalty. Perhaps this would act as a deterrent to other would-be stowaways.

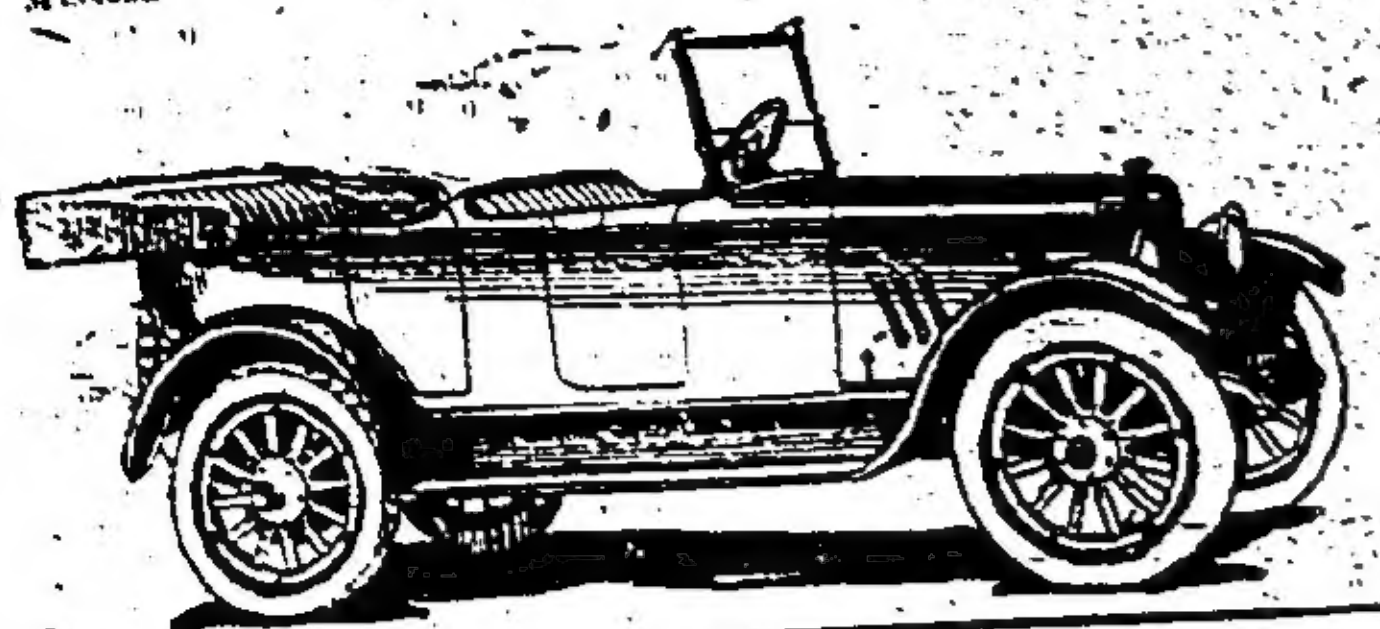
The Magistrate said that while he appreciated the Captain's difficulty, he did not think a heavy penalty would have



TUESDAY, SEPTEMBER 21, 1920.

NOTICES

**MERCURY MOTOR CAR CO.**  
59-61 Des Voeux Road Central, HONGKONG.



## COMPANY MEETING.

## DAIRY FARM ICE AND COLD STORAGE CO. LTD.

The 24th ordinary annual meeting of this Company was held at the Company's town office at 12.30 p.m. today.

Mr. L. N. Leefe presided and there were present Mr. J. Scott Harston, F. Maitland, W. S. Brown, (Directors), A. Stevenson (Manager), M. Manuk (Secretary), Messrs. H. W. Page, G. Sewell, C. Makeham, G. Oliphant, C. J. Tachai, Chan Tong, Chan In Nam, Chan Nai Bai, and J. M. Wong.

The Chairman: As it is past the time for which this meeting was called and there is a quorum present, I will ask the Secretary to read the notice convening the meeting.

The notice having been read the Chairman said:

Gentlemen: The Report and Accounts having been in your hands for the prescribed period, I will, with your permission, adopt the usual procedure and take them as read.

Before dealing with the Accounts, I wish to refer to the retirement of our Manager Mr. Walker. Mr. Walker joined the Company about 30 years ago and became the first Manager of the reconstructed Company in 1886. He retired this year and your Directors were thereby deprived of a source of counsel and practical experience in matters connected with the Company's herd and farms on which they had learned to place the highest value. As a mark of appreciation of his long and faithful services, your Directors granted him six months' leave of absence prior to his retirement and an honorarium of \$15,000, which I have no doubt will meet with your unanimous approval. Mr. Stevenson has been appointed to fill the vacancy thus created.

With regard to the Accounts, in spite of the violent fluctuations in exchange and the uncertainty of supplies, your Directors are pleased to be able to lay before you a result for the year's working which reflects credit on the Staff and on all connected with the Company. It is proposed to deal with the available assets as follows:

To write off bad and doubtful debts.....\$ 2,705.57  
" Pay a Dividend of \$150 per share.....171,000.00  
" Place to Cattle Reserve 30,000.00  
" Typhoon & Fire Insurance Fund.....5,000.00  
" Carry forward.....3,356.67

You will observe that we have also had to recognise the claims of depreciation to an unusual extent. Some of the buildings at our Ice Works require extensive repairs, whilst the machinery must be replaced by a more up-to-date plant which explains the provision for writing down. At this juncture I might mention that we have already ordered a 20-ton plant to be installed at our East Point Works and hope to have it running by next Summer, when we shall be in a position to meet all demands for ice for some years to come.

It is with extreme regret that your Directors have to report the loss of about 120 head of cattle during the last three months owing to an outbreak of pleuro-pneumonia. The disease was introduced into our farms by the new lot of 60 cattle imported from Australia to meet the growing demands for milk. Of these, 46 head were slaughtered under Government instructions, for which your Company received about 70 per cent. of their value as compensation from the Government. The disease, I am sorry to say, is not yet stamped out but your Directors hope and believe that it is checked. To replace these cattle and to meet next summer's demands, we have placed an order for 150 head to arrive early next year from Scotland, and your late Manager, Mr. Walker, has been requested to attend to the buying of these animals. Incidents of this sort evidence in no uncertain manner the need for substantial Reserves and you will note that \$30,000 has been added to Cattle Reserve, thus increasing this Reserve to \$150,000. I might mention that this Reserve is not a liquid asset, as can be seen from the Accounts, but it is utilised to extend the Company's business, and the addition of the \$30,000 is only a means of keeping back that part of the profits in order to meet part of the cost of the new cattle.

It will perhaps interest you, and also the public, to know that the satisfactory results now before you are due entirely to the branches of the Company's business other than

Dairy Farming. But for these other forms of activity your Company could not have paid dividends, and great respect is due to the Management in years past which saw the necessity of creating other branches of business to support the Dairy business which has always been looked upon more as a public necessity than as a profit-making concern. Such a situation must however be kept within bounds, and it is because the production of milk has become such an increasing loss to the Company that the Directors saw no course open to them but the unpopular one of raising the retail price of fresh milk from 12 cents to 15 cents per bottle, and with the greatest reluctance this revision of prices has been imposed as from 1st September. Bearing in mind the ever increasing cost of production due to advances in prices of foodstuffs, Dairy machinery, utensils and labour, and in the price of cattle themselves, it really is a matter of congratulation that it has been possible to keep the selling price of the Company's milk unaltered for as long as eighteen years, during which time the cost of production has gone up from 100 per cent to 150 per cent. I am aware that the Board open to the superficial charge of not having studied the shareholders' interests sufficiently. I do not however believe that such a charge will be made in dealing with a necessity of life like milk where an addition to the price throws a burden upon those least able to bear it, a burden view than that dictated by the desire for gain must guide the Management. That is the Board's reason—not excuse—for having kept the price stable so long, and that is the reason that they opposed an increase in the price until an increase became inevitable.

Our Dairy is equipped with up-to-date Dairy Machinery and appliances which though a source of extra expense are necessary in order to supply our customers with pure and wholesome milk. Cost of production would certainly be much lower were we to conduct our Dairy and handle our milk under primitive methods as obtain in the local Chinese Dairies, but which are incompatible with an institution such as ours claiming to be one of the best, if not the best, Dairy in the East. The health of our herd and the necessity of supplying the public with the best and purest of Dairy products produced under most hygienic conditions receive the constant care and attention of our experts. It is not correct to assume that because our turnover is larger, that our profits must necessarily be more, inasmuch as a greater number of young stock, which produce nothing, have to be housed and fed, and a proportionate amount of capital has to be invested in land, buildings etc. in order to maintain the non-productive stock. After years of experience the Management has found that it is more advantageous to raise our young stock, which are thus better dimensioned, than to import animals. It is cheaper and more profitable to have a few head of milk cows and to handle their product under primitive methods than to carry a large stock, as we do, and treat the milk and its products in an efficient way and under strictest sanitary conditions. All these additional cares and equipments mean additional expenditure with consequent additional cost in production.

To those who regard the Dairy Farm, and the efficiency of its management and methods, as an asset to the Colony, I would point out the prudence of, when possible, becoming not only a consumer of its products, but a part proprietor of its property—in other words of becoming a shareholder. It is evident that the Chinese residents have come to realise not only the importance of the Dairy Farm Company to the Colony and the efficient manner it is managed, but have also realised that the Company from a dividend paying point of view is a sound concern to invest their money in. It would be as well if the European population were also to realise these facts and thus ally themselves closely with the Company and help to maintain the methods that have gone to make the products of the Dairy Farm what they are today.

It was decided by your Directors, in order to meet the growing demand for ice from Canton and the surrounding districts, to install a plant in Shamshui, and with a view to financing this scheme, they decided to float a separate Company under the management of The Dairy Farm, Ice and Cold Storage Co. Ltd., with a Board of Directors and

a capital of \$400,000, divided into 40,000 shares of \$10 each. Twenty thousand of these shares were allocated to the Chinese subscribers and the balance to this Company's shareholders to be offered to them pro rata to their holdings in the Dairy Farm. I am pleased to say that all the shares allocated to the Chinese subscribers have been taken up and in due course the balance of 20,000 shares will be offered to this Company's shareholders. The building of construction and we hope to be in a position to produce ice in Canton next Summer without the necessity for exporting any from Hongkong. The capacity of the present plant is 30 tons of ice per day and provision has been made for adding a further 60 ton machine if necessary and your Directors are of the opinion that within a year's time, it will be necessary to import the additional machinery. We have every confidence that the Company will pay from the start and that Canton and the outlying districts will be able to obtain ice at a greatly reduced price. The new Company's Articles of Association are now in course of preparation and we hope to put the whole matter through in the very near future.

In conclusion I might mention that the Staff have not been forgotten, and in view of the satisfactory results attained, your Directors have been pleased to vote them a bonus of 15 per cent. on their salaries, which no doubt will meet with your approval. With these remarks gentlemen, I beg to propose the adoption of the Report and Accounts.

After that has been seconded, I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask arising out of them.

Mr. Makeham: I have much pleasure in seconding the adoption of the report and accounts.

The Chairman: As no shareholder has any questions to ask I will put the resolution to the meeting. Proposed by Mr. Makeham that the report and accounts as presented be adopted. Those in favour please signify the assent in the usual way. Those against? Carried unanimously. The next business is the re-election of Sir Paul Chater and Mr. L. N. Leefe as Directors.

Mr. Tachai: I beg to propose the re-election of Sir Paul Chater and Mr. L. N. Leefe as Directors.

Mr. Oliphant: I have much pleasure in seconding that.

The Chairman: The re-election of Sir Paul Chater and Mr. L. N. Leefe as Directors has been proposed by Mr. Tachai and seconded by Mr. Oliphant. Will you kindly signify your assent in the usual way. Any against? Carried unanimously. The next business is the appointment of auditors.

Mr. Makeham: I beg to propose the appointment of Messrs. Percy Smith, Seth and Flemming.

Mr. Sewell: I beg to second that.

The Chairman: The re-election of Messrs. Percy Smith, Seth and Flemming at a remuneration of \$600 has been proposed by Mr. Makeham and seconded by Mr. Sewell. Those in assent please signify in the usual way. Those against? Carried unanimously. That, gentlemen, is all the business. Dividend warrants are ready.

Mr. Sewell: Before the meeting closes I should like to express on behalf of shareholders our satisfaction in having the same able Director to express our appreciation of your very excellent work done by our Staff. It has been a difficult time. On the one side there is the public and then we have the shareholders to contend with wanting their "pound of flesh." Then there are officials. But in spite of all these factors we are very gratified at finding ourselves in such a very fine financial position and with such excellent prospects.

The Chairman: On behalf of the Directors and Staff I should like to thank Mr. Sewell for the remarks he has made. I think we have steered the right course notwithstanding the many criticisms levelled at us from all sides. Dividend warrants are now ready.

## PICKPOCKET CAUGHT.

## CHASE IN THE CITY.

SNATCHER OF \$100 GOES TO JAIL.

Before Magistrate Dyer Ball this morning, a Chinese was charged with picking the pocket of another Chinese in Queen's Road Central, near the Fire Station, and stealing \$100 in notes.

Defendant pleaded "not guilty." Inspector Blackman, who prosecuted, said that the complainant and a friend were walking along Queen's Road Central about 1 p.m. yesterday, when the complainant felt a tug at his pocket. He took no notice and walked on. When he felt a second tug, the complainant turned round and caught the defendant who was about 25 run away with his money. The defendant struggled, but was caught by the complainant and given chase by the police. The money was in defendant's possession.

It was decided by your Directors, in order to meet the growing demand for ice from Canton and the surrounding districts, to install a plant in Shamshui, and with a view to financing this scheme, they decided to float a separate Company under the management of The Dairy Farm, Ice and Cold Storage Co. Ltd., with a Board of Directors and

## WHY RE-RAN.

## COAT AN IMPEDIMENT.

## THIEF'S PLAUSIBLE STORY DISBELIEVED.

One month's hard labour was the sentence passed by Magistrate Orme this morning, on a Chinese charged with the theft of a coat at Shamshui. When asked to plead, the defendant said "I did not steal the coat. It is mine."

Inspector Lanagan, who prosecuted, said that the defendant was caught by an Indian watchman who saw him running, followed by a crowd. Defendant threw the coat down when he saw the Indian.

The Magistrate: If you did not steal, why did you run?

Defendant: I was chased by a hostile crowd who wanted to assault me, so naturally I ran. Anyone would run.

The Magistrate: If the coat is yours, why did you drop it when you saw the watchman?

Defendant: I dropped it because it was cumbersome and prevented me from running fast.

## TO-DAY'S ADVERTISEMENT.

TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "KOREA MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS &amp; MANILA.

The above named Steamer having arrived on WEDNESDAY, 22nd Sept. 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, 29th September, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday, 1st October 1920, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, September 21, 1920.

TO-MORROW, at 2.30 p.m.

## EXTRA SPECIAL ATTRACTION.

## THE BANDMAN COMEDY COMPANY ON THE SCREEN

By kind permission of MAURICE E. BANDMAN

## LEONARD STEPHENS

supported by

CARL LAWSON &amp; BERYL BARRACLOUGH

and other members of the Bandman Company

will present the farcical Comedy

## "LUMPY WINS THE CALCUTTA SWEEP"

in three side splitting reels.

This film met with enormous success in India, which should be duplicated in Hongkong.

Prices: ..... 80 cts. &amp; 40 cts.

## THE CORONET.

## BANQUE INDUSTRIELLE DE CHINE (A FRENCH BANK)

Capital Paid-up and Surplus... Fcs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS, SAVING ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars

BANQUE INDUSTRIELLE DE CHINE

(HONGKONG BRANCH)

Queen's Building, 5, Chester Road.

## STOLEN TEA.

## SHIP'S PLUMBER CHARGED.

The Chinese ship's plumber of the C.P.Q.S. "Empress of Asia" was this morning charged before Magistrate Orme with the unlawful possession of 19 lbs of Indian tea.

The defendant said that the tea was given to him as rations on board the ship. He drew 1 lb. of tea per week. He could not use so much, so he hoarded some of it. After hearing the evidence, the Magistrate fined the defendant \$100, or in default, one month's imprisonment with hard labour.

## TO-DAY'S ADVERTISEMENTS.

## PUBLIC AUCTION.

FIVE Underigned have received instructions to sell by Public Auction, on

THURSDAY, Sept. 23, 1920.

Commencing at 11 a.m.

at Pacific Mail Godowns, West Point.

41 Mild Steel Plates

1" x 4' x 8'

22 Mild Steel Plates

5/16" x 4' x 8'

(damaged by sea-water)

ex s/s "ELERIDGE"

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, September 21, 1920.

## "BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

## THE Steamship

## "BENAVON."

## CONSIGNEES OF Cargo are hereby

informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rest.

All claims against the Steamer must be presented to the Undersigned on or before the 5th October, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, Sept. 21, 1920.

## LANE, CRAWFORD &amp; CO.

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

OUR STOCK OF

## FOOTBALL GEAR.

IS NOW REPLETE IN EVERY DETAIL.

AGENTS FOR

SHILLOCK'S

FAMOUS

FOOT BALLS

INCLUDING THE "Mc GREGOR"

PRICES FROM \$7.50 EACH.

JERSEYS and STOCKINGS

IN VARIOUS COLOURS.

FOOTBALL KNICKERS.

GOALPOSTS AND NETS MADE TO ORDER.

PUMPS, BLADDERS, SHIN GUARDS, Etc., Etc.

ALL ACCESSORIES FOR

CRICKET, HOCKEY, TENNIS

GOLF, BOXING, BASKETBALL

SPECIAL TERMS TO CLUBS, COLLEGES AND SERVICE TEAMS.



## COLUMBIA GRAFONOLA

THE SUPREME INSTRUMENT OF MUSIC

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

## REMOVAL CLEARANCE SALE

EXCEPTIONAL BARGAINS.

D. OHELLARAM,

SILK STORE,

38-40, Queen's Road Central.

## PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

## COLONIAL DISPENSARY.

14, Queen's Road Central

Telephone No. 1677.

## O. B. BEER

Produce of Manila.



Price per case

6 doz. Pints

\$18.00

duty extra.

Price per case

4 doz. Qts.

\$19.00

duty extra.

## THE PREMIER BEER

Now on the Market

Stocked by all the Leading Hotels &amp; Clubs in the Colony

SOLE AGENTS

CANDE, PRICE &amp; CO. LTD.

Tel. 272 128



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

## SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.).  
From Macao—daily at 8.30 a.m. and 5 p.m. (Mondays at 7 a.m.)  
and 2 p.m. Sundays at 5 p.m. only.

Police Permits to leave the Colony are not required.  
Further information may be obtained at the Company's Office, Hotel Mansions,  
or from Messrs. Tuck, Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## STEAMSHIP SERVICES.

NEW YORK AND BOSTON.

VIA SUEZ.

S.S. "MUNCASTER CASTLE" .....Sailing on or about Middle Nov.

## LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "AFRICA" .....Sailing on or about 6th October.

FOR BRINDISI, VENICE, TRIESTE, Etc.,

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS.

VIA SINGAPORE, PENANG AND COLOMBO.

S.S. "HUNGARIA" .....Sailing on or about 3rd October.

S.S. "AFRICA" .....Sailing on or about 7th November.

Passengers' Luggage can be insured at the office of the Agents.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Service between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "HOKUTO MARU" .....Sailing on or about 15th October.

S.S. "BORNEO MARU" .....Sailing on or about 30th October.

FOR JAVA.

S.S. "SAMARANG MARU" .....Sailing on or about 10th October.

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with  
transshipment at CAPE TOWN in connection with the INDIA-CHINA STEAM  
NAVIGATION CO., LTD. AND APCAL LINE.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

## E. HING &amp; CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,

viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1112. 35, Wing Woo Street, Central.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM.

BURG—Monthly direct service via Singapore and Port Said.

ATLAS MARU—Tuesday, 29th Sept.

ARGON MARU—Saturday, 16th Oct.

BUENOS AIRES—Rio de Janeiro, Santos, Managua, Durban and

Cape Town via Singapore.

CAKADA MARU—Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

SAIGON MARU—Monday, 4th October.

BURMA MARU—Monday, 11th October.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

UNNAN MARU—Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Island.

KUNAIKI MARU—Wednesday, 29th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at intermediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU—Monday, 27th September.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

HONOLULU MARU—Beginning October.

NEW ORLEANS LINE—

SUMATRA MARU—Monday, 8th November.

JAPAN PORTS—Call Shanghai omit Yokohama.

KRELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class passengers

and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

AMAKURA MARU—Tuesday, 21st September.

TAKAO via SWATOW and AMOY.

POSHU MARU—Thursday, 22nd September.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 74 and 755. No. 1, Queen's Building.

## CHINA-AUSTRALIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" .....Sailing Oct. 9th.

"HWAH PING" .....Sailing Nov. 8th.

For Freight and Passage apply to—

THE CHINA-AUSTRALIA S. S. CO., LTD.

Telephone No. 207. 112, Desborough Road Central.

## SHIPPING

## C. N. C.

## CHINA NAVIGATION CO., LTD.

## SAILING SUBJECT TO ALTERATION

FOR SHANGHAI, MANILA, CEBU & TACOMA  
SHANGHAI AND MANILA—Sailing Sept. 22 at 4 p.m.  
PAKHUI & HAIPHONG—Sailing Sept. 22 at 4 p.m.  
SWATOW & BANGKOK—Sailing Sept. 22 at 4 p.m.  
AMOY, SHANGHAI AND TACOMA—Sailing Sept. 22 at 4 p.m.  
WEIHAIWEI, CHEFOO & TIENTSIN—Sailing Sept. 22 at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Known for  
Balcon accommodation, electric light and fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai,  
(three weekly) and Tientsin (weekly), taking cargo on through bills of lading  
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,  
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 24.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ICONIUM" .....About Oct. 6th.

For NEW YORK.

"ELDEN" .....About Oct. 15th.

"CITY OF JOLIET" .....About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

## SERVICE TO UNITED STATES

## NEW YORK and/or BOSTON.

Via Panama

S.S. "ELDEN" .....About 15th Oct.

S.S. "CITY OF JOLIET" .....About 15th Nov.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. SIX FLOOR. HOTEL MANSIONS.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONN. LEAVES HONGKONG.

KOREA MARU .....8,000 .....Sept. 30th.

SHIBUKI MARU .....10,000 .....Oct. 12th.

YUNYU MARU .....12,000 .....Oct. 22nd.

SHUNYO MARU .....12,000 .....Nov. 2nd.

PERFIA MARU .....9,000 .....Dec. 2nd.

(Submitting call at Shanghai.) (Calling at Kaeling.)

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,

SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARIKA & IQUIQUE.

(Through St. Francisco Route to Buenos Ayres.)

STEAMERS. TONN. LEAVES HONGKONG.

SEIKO MARU .....14,000 .....Nov. 9th.

RIYO MARU .....17,000 .....Jan. 10th. 1921

For full information regarding passengers, freight and sailings,

apply to—

King's Building.

Agents at Canton.

Messrs. T. K. GRIFITH, LTD.

## LOS ANGELES PACIFIC NAVIGATION COMPANY.

## "TRANS-PACIFIC" FREIGHT SERVICE.

"Operating the following U. S. Shipping Board steamers."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DEPARTURES. ABOUT. SAILINGS. ABOUT.

S.S. "VINITA" .....Oct. 10. S.S. "VINITA" .....Oct. 12.

S.S. "WEST-HIXON" .....Nov. 1. S.S. "WEST-HIXON" .....Nov. 3.

S.S. "WEST-MONTGOMERY" .....Dec. 1. S.S. "WEST-MONTGOMERY" .....Dec. 3.

Through Bills of Lading to all U.S. and Canadian Overland Points.

No Transshipment on route.

Slipshod connection with the Pacific Coast P&O and Southern Pacific Railroads.

Steamers—LOS ANGELES, CALIF.

BRANCH OFFICES—KORE, SHANGHAI, MANILA, SINGAPORE.

Hankow, Canton—Primary Buildings, China Bank.

CHAS. E. RICHARDSON.

Telephone No. 1022. General Agent for South China.

## SHIPPING

## C. P. O. S.

## HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Mop) Kobe & Yokohama)

STEAMERS. HONGKONG. VANCOUVER.

Empress of Asia .....Sept. 22. Oct. 11.

Empress of Russia .....Oct. 21. Nov. 2.

Empress of Japan .....Oct. 22. Nov. 12.

Empress of Asia .....Nov. 12. Dec. 2.

Empress of Russia .....Dec. 12. Jan. 2.

Empress of Japan .....Dec. 21. Jan. 11.

Empress of Asia .....Jan. 11. Feb. 1.

Empress of Russia .....Jan. 12. Feb. 2.

Empress of Japan .....Jan. 13. Feb. 3.

Empress of Asia .....Jan. 14. Feb. 4.

Empress of Russia .....Jan. 15. Feb. 5.

Empress of Japan .....Jan. 16. Feb. 6.

Empress of Asia .....Jan. 17. Feb. 7.

Empress of Russia .....Jan. 18. Feb. 8.

Empress of Japan .....Jan. 19. Feb. 9.

Empress of Asia .....Jan. 20. Feb. 10.

Empress of Russia .....Jan. 21. Feb. 11.

Empress of Japan .....Jan. 22. Feb. 12.

Empress of Asia .....Jan. 23. Feb. 13.

Empress of Russia .....Jan. 24. Feb. 14.

Empress of Japan .....Jan. 25. Feb. 15.

Empress of Asia .....Jan. 26. Feb. 16.

Empress of Russia .....Jan. 27. Feb. 17.

Empress of Japan .....Jan. 28. Feb. 18.

Empress of Asia .....Jan. 29. Feb. 19.

Empress of Russia .....Jan. 30. Feb. 20.

Empress of Japan .....Jan. 31. Feb. 21.

Empress of Asia .....Feb. 1. Feb. 22.

Empress of Russia .....Feb. 2. Feb. 23.

Empress of Japan .....Feb. 3. Feb. 24.

Empress of Asia .....Feb. 4. Feb. 25.

Empress of Russia .....Feb. 5. Feb. 26.

Empress of Japan .....Feb. 6. Feb. 27.

Empress of Asia .....Feb. 7. Feb. 28.

Empress of Russia .....Feb. 8. Feb. 29.

Empress of Japan .....Feb. 9. Feb. 30.

Empress of Asia .....Feb. 10. Mar. 1.

Empress of Russia .....Feb. 11. Mar. 2.

Empress of Japan .....Feb. 12. Mar. 3.

Empress of Asia .....Feb. 13. Mar. 4.

Empress of Russia .....Feb. 14. Mar. 5.

Empress of Japan .....Feb. 15. Mar. 6.

Empress of Asia .....Feb. 16. Mar. 7.

Empress of Russia .....Feb. 17. Mar. 8.

Empress of Japan .....Feb. 18. Mar. 9.

Empress of Asia .....Feb. 19. Mar. 10.

Empress of Russia .....Feb. 20. Mar. 11.

Empress of Japan .....Feb. 21. Mar. 12.

Empress of Asia .....Feb. 22. Mar. 13.

Empress of Russia .....Feb. 23. Mar. 14.

Empress of Japan .....Feb. 24. Mar. 15.

Empress of Asia .....Feb. 25. Mar. 16.

Empress of Russia .....Feb. 26. Mar. 17.

Empress of Japan .....Feb. 27. Mar. 18.

Empress of Asia .....Feb. 28. Mar. 19.

Empress of Russia .....Feb. 29. Mar. 20.

Empress of Japan .....Feb. 30. Mar. 21.

Empress of Asia .....Mar. 1. Mar. 22.

Empress of Russia .....Mar. 2. Mar. 23.

Empress of Japan .....Mar. 3. Mar. 24.

Empress of Asia .....Mar. 4. Mar. 25.

Empress of Russia .....Mar. 5. Mar. 26.

Empress of Japan .....Mar. 6. Mar. 27.

Empress of Asia .....Mar. 7. Mar. 28.

Empress of Russia .....Mar. 8. Mar. 29.

Empress of Japan .....Mar. 9. Mar. 30.

Empress of Asia .....Mar. 10. Mar. 31.

Empress of Russia .....Mar. 11. Apr. 1.

Empress of Japan .....Mar. 12. Apr. 2.

Empress of Asia .....Mar. 13. Apr. 3.

Empress of Russia .....Mar. 14. Apr. 4.

Emp



## SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).  
**MAIL AND PASSENGER SERVICES.**  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND  
RED SEA, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KATIA"	9,000	21st Sept.	MASS. to London & A. West.
"KANKIN"	9,000	28th Oct.	MASS. to London & A. West.
"DUSEB"	9,000	15th Oct.	MASS. to London & A. West.
"KANGAR"	9,000	22nd Oct.	MASS. to London & A. West.
"ALPHE"	9,000	29th Oct.	MASS. to London & A. West.
"NOVIA"	9,000	5th Nov.	MASS. to London & A. West.
"NELSON"	9,000	12th Nov.	MASS. to London & A. West.
"SOVALI"	9,000	19th Dec.	MASS. to London & A. West.
"DEVANHA"	9,000	26th Dec.	MASS. to London & A. West.
"SICILIA"	9,000	2nd Jan.	MASS. to London & A. West.
"PLASSY"	9,000	9th Jan.	MASS. to London & A. West.

## BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	21st Sept.	Straits, Rangoon and Calcutta.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KEAN WNA"	7,000	23rd Sept.	Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, and Sydney.
"ST. ALBANS"	4,000	30th Sept.	Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, and Sydney.
"EASTERN"	4,000	7th Oct.	Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, and Sydney.

## SAILINGS TO SHANGHAI &amp; JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,000	22nd Sept.	Shanghai, Kobe & Yama.
"DUNERA"	9,000	29th Sept.	Shanghai only.
"TORILIA"	9,000	6th Oct.	Shanghai and Japan.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by B.I.R.N. Company's steamers between Singapore and Calcutta, or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Passenger's baggage is liable to be cancelled or altered without notice. Passengers must not more than 14 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

## NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Claims must be presented within two days of the receipt of the goods. All claims must be presented within two days of the receipt of the goods. All claims must be presented within two days of the receipt of the goods.

For Further Information, Passage Fare, Freight, and other details, apply to

**MACKINNON, MACKENZIE & CO.,**  
22, Des Voeux Road Central, HONGKONG.

## N. Y. K.

NIIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG STRAITS TO AMERICA.

**SEATTLE & VICTORIA** via Manila, Keelung, Shanghai & Japan ports.  
Cargo to Overland U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

**KATORI MARU** ... Thursday, 30th Sept., at 11 a.m.

**TAIJI MARU** ... Thursday, 14th October, at 11 a.m.

(Quitting Keelung and Shanghai).

**LONDON & ANTWERP** via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

**TAMBA MARU** ... Monday, 4th Oct., at Noon.

**MISHIMA MARU** ... Friday, 18th Oct., at Noon.

**HAMBURG, LONDON & ROTTERDAM** via Suez.

**DAKAR MARU** ... Friday, 29th October.

**LIVERPOOL & Marseilles** via Singapore, Colombo, Suez and Port Said.

**TOTOBI MARU** ... Tuesday, 26th September.

**WAKASA MARU** ... Friday, 2nd October.

**SYDNEY & MELBOURNE** via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

**TANGO MARU** ... Wednesday, 2nd Sept., at 11 a.m.

**NIKKO MARU** ... Wednesday, 20th Oct., at 11 a.m.

**NEW YORK** via Suez.

**MORIOTA MARU** ... Tuesday, 15th October.

**NEW YORK** via Panama.

**CAUCASIA MARU** ... Sailing from Kobe ... Sunday, 26th September.

**SOUTH AMERICAN PORTS** via Cape.

**TOKA MARU** ... Sailing from Singapore ... Beginning of October.

**BOMBAY & COLOMBO** via Singapore.

**YOKOHAMA MARU** ... Beginning of October.

**CALCUTTA & RANGOON** via Singapore & Penang.

**TOMURA MARU** ... Sunday, 2nd October.

**JAPAN PORTS** Nagasaki, Kobe & Yokohama.

**AKI MARU** ... Saturday, 16th October, at 11 a.m.

**SHANGHAI, KORE & YOKOHAMA**.

**RYUNO MARU** ... Thursday, 20th September, at 11 a.m.

or further information apply to

**NIIPPON YUSEN KAISHA**  
& YAMADA, Managers.

Telephone Nos. 264 & 265.

## SHIPPING

## PRINCE LINE FAR EAST SERVICE.

For NEW YORK

S.S. "CRETE PRINCE" on or about 10th October.

Steamers proceed via SUEZ CANAL or PANAMA

CANAL at Owners' option.

For freight and further particulars, apply to:

**SHEWAN, TOMES & CO.,**  
Agents.

## KAIPING

**COAL.  
COKE  
FIREBRICKS.**

**KAILAN MINING ADMINISTRATION**  
HEAD OFFICE: TIENTSIN.

AGENTS: **DODWELL & CO., LTD.**  
HONGKONG.

## HOO CHEONG WO &amp; CO.

Shipchandlers, Metals and Hardware Merchants,  
Sail Makers and General Store Keepers.  
51 & 53, CONNAUGHT ROAD CENTRAL, HONGKONG.  
Telephone No. 591. Code No. A. R. C. 5th.

## NOTICE

We can supply the Best Steaming Coal on Short Notice  
for Ships and Local Consumers.  
Satisfaction Guaranteed.

A TRULY ORDER WILL CONVINCE YOU.

**SUNG KEE & CO.,**

No. 73, Des Voeux Road Central.

Cable Add. "SA-EXT." Tel. No. 3420.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two shipyards and can accommodate any craft

of 200 tons long.

Works Office: 64, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 429.

Shipyards: Shing-Sai-Po, Kowloon, Hongkong. Telephone No. 2.

Estimates furnished on application.

Hongkong, April 1, 1912.

## TAIYO &amp; CO.

SHOES AND GLOVES

MADE TO ORDER.

W. & O. Hing.

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## MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS and EXPORTS

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUYAH

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HOJO, KAMAZUTA, SAGO, SHI

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MADA, and OTUBARI

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Fire Insurance Co.

The Osaka Marine &

Fire Insurance Co.

For Particulars, apply to

S. KOSUMURA, Manager.

No. 14, Des Voeux Road, Hongkong.

## NOTICES TO CONSIGNEES

ROLLAND-POST-ATTE-LIJN.  
(HOLLAND-INDIA SERVICE)

## NOTICE TO CONSIGNEES

From ROTTERDAM, AMSTERDAM,  
HAMBURG, and GENOA.

## HE Steamship

"RAJAH"

having arrived from the above Ports

Consignees of Cargo by her are notified

that all goods are being landed at their

risk into the Godown of the Hongkong

and Kowloon Wharf and Godown Co., Ltd.

where they will be examined on the

23rd Sept. 1920, at 10 A.M. by Messrs.

Goddard & Douglas.

Goods not cleared by the 24th Sept.

1920, will be subject to rent.

All broken, chafed, and damaged

packages are to be left in the Godown

where they will be examined on the

23rd Sept. 1920, at 10 A.M. by Messrs.

Goddard & Douglas.

Claims against the steamer must be

presented in writing within ten days

after arrival of steamer, otherwise they

will not be recognized.

No Fire Insurance will be effected by

the undersigned in any case whatever.

Bills of Lading will be countersigned

by

**JAVA-CHINA-JAPAN LIJN.**

General Agents

Hongkong, Sept. 17, 1920.

## NOTICE TO CONSIGNEES

THE Steamship

"BORNEO MARU"

FROM JAPAN.

CONSIGNEES of Cargo are hereby

informed that all Goods are

being landed at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Company, Ltd.,

at Kowloon, whence and/or from the

whence delivery may be obtained.

Optional Cargo will be forwarded

unless first to the contrary be given

before 15th inst.

No claims will be admitted after the

Goods have left the Godown; and all

Goods remaining undelivered after the

21st inst. will be subject to rent.

All claims against the steamer must

be presented to the Undersigned on

or before the 28th inst. or they will

not be recognized.

All broken, chafed and damaged

Goods are to be left in the Godown

where they will be examined on the

21st inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

**DODWELL & Co., Ltd.**

Agents.

Hongkong, Sept. 15, 1920.

## THE EAST ASIATIC CO. LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Motorship

"AUSTRALIAN"

having arrived from the above port

on the 20th September, 1920. Consignees

of Cargo by her are hereby informed

that all Goods are being landed at their

risk into the Godown of the Hongkong

and Kowloon Wharf and Godown Co., Ltd.

where they will be examined on the

25th Sept. 1920, at 10 a.m.

Claims against the steamer must be

presented within 10 days of arrival,

otherwise they will not be recognized.

No Fire Insurance will be effected by

us in any case whatever.

Bills of Lading will be countersigned

by

**MERRIS THORESEN & CO.,**

Agents.

Hongkong, September 20, 1920.



## Neckwear

that Fashion favours

We are now showing a big assortment of Ties, in the very latest patterns and plain colours, in fancy silks, plain Crepe-de-chine or Barthes silks and Irish Poplins for Bows or Knots. There is such a quantity of New Ties, that the selection of correct neckwear is merely a matter of satisfying your personal desire.

### MACKINTOSH

& CO. LTD.  
Men's Wear Specialists.  
16, Des Voeux Road. Telephone 29.

#### SHIPS' SUPPLIES.

##### PURCHASES A. PORT SAID.

###### SOME WILY "CONTRACTORS."

There are various ways of dealing with the purchase of supplies at Port Said from P. and O. Company, who have travelling superintendents, to other steamship owners who, equally sensibly, leave matters to their captains. There are other owners of ships who make all sorts of remarkable contracts with all sorts of people. This is, of course, their own affair, but some of them seem to expect their local agents to be responsible for arrangements made without their knowledge. At one time coal and shipping agents were often shareholders or partners, and what they did with a ship was their business. At present this is not so, however. In any case no self-respecting European would be mixed up with the polyglot crowd of local persons of speculative nationality who are now importing owners and captains for orders. No resident can avoid being fully acquainted with the mob of discharged boatmen, servants and worse, who masquerade under such picturesque names as Mike MacMuckle, Sandy O'Connor, Llewellyn Robinson, &c., who more often supply stores, engage themselves as boatmen, ship-scrappers, removers of ashes, contractors (sic), &c., merely to get aboard and, if they cannot swindle the captains by taking their bills, putting rubbish or stores short of proper weight aboard when the ship is weighing anchor, can at least get money by selling arrog to the crew, buying old rope (new rope often actually goes ashore) and so on. When subsequent investigation occurs and the owner of the high-sounding European name (some of these rascals adopt Dutch, Swedish or Norwegian names even) can be discovered, if he is not in jail, he is too often a Chinese Jew from Singapore or even a full-blooded "nigger" without whole trousers to his name or a red cent to bless himself with. The mob of these creatures who swarm aboard and annoy captains has become one of the standing nuisances of the place. The chances are, best, so do the agents, but both are powerless. The only way to deal with the matter is by means of a lousy boatswain ready to give a few of them an involuntary bath overboard, or a hosepipe for all but those presenting a request to see them by the ship's agents at the gangway.

Of the European storekeepers who quote below market prices, trusting to luck to ruck the ship out of articles not on the contract, by supplying defective stores as the ship is sailing, who even keep the ship waiting, who untortunately abound in Port Said, comment is unnecessary. The ancient dodges of contracting by the piece and supplying Brussels sprouts for cabbage, whiffy potatoes, tinned stuff that once may have been sound, sparrowlike chickens, goat and camel meat, patriarchal eggs, are too well known to invite comment beyond the fact that some owners actually contract in this way. Contributed to the *Journal of Commerce*.

Commenting on the foregoing article *Hafland & Co.*, of London, wrote:—  
We have had a considerable experience of ship chandlers at Port Said and our experience is that, excepting in the case of a few of the blindest passenger lines, who, as your correspondent says, have travelling superintendents, and in cases where

"WALLA WALLA BOATS"—The only European Boats in the Colony. Phone 3516.

#### CRIMINAL SESSIONS.

##### INDIAN ASSAULT CASE.

The case before the Chief Justice at the Criminal Sessions in which three Indians were charged with assault concluded yesterday, one prisoner being discharged and the others being sentenced to a month's hard labour.

Said Goham, was discharged owing to the inability of the Crown to prove his nationality.

First prisoner said that the quarrel arose over the opening of a window. There was a fight; deceased struck him on the mouth and he retaliated by hitting him on the head with a clog. The other men tried to separate them. The Captain told them to fight like Englishmen, and they did till they were tired. The captain had a revolver and kept the others away by threatening to shoot them if they interfered. He did not strike at one particular point.

His Lordship: I suppose you were not trained as a boxer?—Witness: No.

Second prisoner also spoke to the captain having a revolver.

Mr. Jenkin, addressing the jury, said that the matter was a very trivial one and would not have been brought before the Supreme Court except for the fact that that was the only court that had power to try such a peculiar case. He dealt with the evidence of Capt. Somerville, which, he said, was grossly exaggerated, and pointed out that the attack was made in self-defence.

The prisoners were found guilty on a charge of common assault, the charge of wounding being eliminated.

the captain find their own ships, most of the liners and steamship companies make contracts at Port Said for provisions, &c. but in the majority of cases of course with reliable and old established chandlers, of which there are a number at this port.

Very few owners leave the matter in the hands of their captains to arrange, as owners know from experience that if they have a contract with a reliable firm they are well treated, otherwise the contractors lose their business.

We know that, at some ports owners leave the ordering of provisions, &c., with their agents, but the agents often have their own pet firm, and we know of cases where no one but they are allowed on board, and competition is thus eliminated.

It is a known fact that at Port Said of all places there are some of the most unreliable touts who quote impossible prices and rely upon making their profit out of short supplies, inferior goods, and unreasonable charges on items not shown on their contract form, besides the thieving on board, but such firms only exist on orders from captains who have little or no experience at this port.

The writer remembers when passing through the Canal some 20 years ago, that all removable brass, copper and iron fittings were carefully stowed away by the carpenter to prevent their loss at Port Said. Nor necessarily from the ship chandler's view, but from the coal trimmers, boatmen, washermen, or any of the crowd who manage to get aboard.

If owners make contracts with all sorts of people without discrimination, as hinted at in your article, they of course are bound to get into trouble, particularly at such a place as Port Said, but we know that most of them make careful inquiries before signing a contract, and it is up to the ship chandler's agent in the United Kingdom to recommend to them only reliable contractors.

#### SHIPS' AFFAIRS.

##### REIGNING FUMES.

###### SOME REMARKABLE EXPERIENCES.

Common enough are smouldering fires on board ships. In many cases they are comparatively harmless. They arise usually from spontaneous combustion, easily being put out by quantities of water in close quarters. It is said there is not much danger from such a fire—hardly any on an iron or steel ship. The first preventive measure is to exclude the air, so that the fire can only smoulder. Then the bunker is flooded with water, which usually serves to extinguish the fire.

Even in wooden ships the danger from smouldering fire is not half so great as has been pictured by landsmen. This is illustrated by the experience of the captain of the "Twin Brothers," engaged some years ago in the wheat trade between San Francisco and Liverpool. The vessel was returning from the latter port with a thousand tons of coal in the hold as ballast. Just after she rounded Cape Horn it was discovered that the coal was on fire.

There was a steam pump on board and after clearing the lower hatches the crew flooded the hold until the ship had settled about four feet lower in the water. No one was frightened and every one was confident that the ship would be safely brought into port at San Francisco. Call was made at Valparaiso, but not a man descended the ship.

The vessel was seventy-two days in reaching San Francisco from the Horn, and all that time the coal burned, and little streams of smoke could be seen coming through the cracks in the deck. Arriving at San Francisco the "Twin Brothers" sailed out on the mud flats and was flooded until she settled almost even with her upper deck. This extinguished the fire.

The appearance of the vessel after all this was pretty fair evidence what a ship may survive in the way of fire damage. In a dozen places the bottom had burned through, and all that was between the crew and the deep sea was the thin sheet of the copper bottom. The weight of the coal and the pressure of the water kept about equal strain on both sides of the copper sheathing, and it had not broken through although it was little thicker than an ordinary tin can.

#### THE WORLD'S TIN.

##### CHINESE OUTPUT INCREASED.

###### HIGHEST WORLD SMELTERS IN MALAYA.

Mr. Frank Merricks, C.B.E., speaking before the Institute of Mining and Metallurgy, in mail week, said:—  
About one half of the world's supplies of tin is mined in the British Empire, the chief producing country since 1891 being the Federated Malay States. The other tin producing countries of the Empire are Cornwall, Nigeria, Australia, and South Africa. The principal tin-producing countries are Bolivia, the islands of Banks and Billiton in the Netherlands East Indies, Siam and China.

Prior to 1891 the tin output of the Empire was confined to Australia, British Malaya, and Cornwall, the value of the Australian production being £987,539, which that of British Malaya was estimated at £5,400,000. The value of the Nigerian output is becoming important, and to-day exceeds that of Australia.

The output of tin in British Malaya has fallen during the last few years, and in 1919 amounted to only 36,867 tons, against nearly 50,000 tons in 1914. Simultaneously, tin production in Bolivia, Siam and China has increased, so that the proportion of the world's tin supplies produced in the British Empire is not so large as it was until quite recently. The Empire's tin output, however, is still more than ample for her own needs, and must also be drawn upon by other countries that are large users of this metal. Most of the tin mined in British Malaya is refined in the smelters of the Straits Trading Co., at Singapore. These tin smelting plants are the largest in the world and deal not only with the produce of the F.M.S., but also with ore shipped to Singapore from Siam, the Netherlands East Indies, South Africa, and Australia. The exports of tin from Singapore are consequently much greater than the actual production of British Malaya.

#### TREATMENT FOR DYSENTERY.

(HAMBRELL'S CURE) and Disinfectant. One Remedy followed by a dose of emetic oil will effectually cure this most stubborn cause of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Storekeepers.

#### CORRESPONDENCE.

##### AERO CLUB OF HONGKONG.

###### TO THE EDITOR OF THE "CHINA MAIL."

Dear Sir—I shall be obliged if you will be good enough to publish the attached list of subscriptions to the Aero Club of Hongkong. Some of the amounts have already been acknowledged in your columns. Others have reached me recently from various Clubs in which subscription lists have been placed.

In order to clear up some little misunderstanding, I would like to state that the money subscribed to the Aero Club of Hongkong will not be entirely, or even largely, spent in the erection of some commemorative monument. By far the greater portion of it will be devoted to giving education for the children of airman, and to rendering assistance to officers and men of the Flying Forces and their dependents who may be disabled, sick or otherwise injured.

It is true that there have been many claims upon the public purse as a result of the war, and I have been asked why the Aero Club of Hongkong should be forced to the front to the detriment, perhaps, of other funds equally deserving. I would point out that the Aero Club is a creation of the past few years. Other funds, which have been started for the benefit of certain sections of the Army, have the advantage of old-established organisations which may be relied upon to see that the money required is forthcoming. The Aero Club, which was composed of young men taken from different regiments, and from all parts, has no such organisation. The appeal on behalf of the dependents of these men has been issued on the initiative of the present Air Marshal Sir Hugh Trenchard to no particular section of the community but to the public at large.

I propose to close the subscription lists shortly and I would therefore ask those who intend to subscribe to send their donations to me as soon as possible.—Yours faithfully,

D. K. BLAIR.

Hon. Treasurer,  
Aero Club of Hongkong  
c/o Lowe, Bingham & Matthews.

#### THE ROYAL AIR FORCE MEMORIAL FUND.

##### SUBSCRIPTION LIST.

A. Anonymous	\$150.00
Hon. Mr. P. H. Holyoak	110.00
Sir Robert Ho Tung	100.00
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Messrs. Reiss & Co.	100.00
Hon. Mr. E. V. D. Park	100.00
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Pilot	5.00
Observer	5.00
Mr. E. J. Noronha	5.00
Mr. J. M. V. Remedios	5.00
	\$1,545.00.

Hongkong Sept. 17, 1920.

#### A SUGGESTION.

##### TO THE EDITOR OF THE "CHINA MAIL."

Sir,—The perpetual occurrences of crimes committed so commonly and openly in the Colony ought to awaken the dormant feelings of the

Government and ought to make the present Police Service wholly inadequate for the protection of the public. The functions of the Colony are unquestionably sound and can well afford to pay for a more extensive service than which would be necessary to maintain the present Police department, but rather I congratulate them for they have proved efficient with the limited number of men at their disposal to cope with a vast and increasing lot of rogues now haunting the streets of the Colony more especially the Detective Branch and I wonder how they sometimes are able to unravel the plot and the criminals brought to justice. Indeed we have a Scotland Yard of the East.

What is really required is preventive measures with a goodly number of Police to do patrol duty, is at present the streets and by-ways are hardly covered by these gentlemen and it is not surprising to observe the marked absence of the "long arm of the law," and I feel confident by the presence of a liberal sprinkling of police many of these outrages and crimes will be averted. Briefly what I should like to see adopted and put to effect—a system of Special Constables among the Chinese community, these must be fully qualified and be sworn in as usual, wear their ordinary garb and given a number, armed and a staff as the emblem of their office. The pay is nominal with a reasonable reward for every prisoner made if convicted. They will not be called upon to do patrol duty unless under special circumstances, they will carry on their usual vocation and when called upon to serve they must answer readily otherwise they must be subject to a penal clause for disobedience etc. Such a system would I am sure work wonders especially where a great number of labourers are employed and would be conducive to better discipline of the men in general and the unravelling of schemes.

Yours truly

B.N.H.  
Hongkong, September 20, 1920.

#### NAVY & POLICE.

##### TO THE EDITOR OF THE "CHINA MAIL."

Sir—I was greatly impressed by a cable which appeared in your paper, dealing with Dr. Macnamara's speech at the Mansion House on behalf of Lord Haig's appeal to provide employment for ex-service men. Dr. Macnamara denies that the government is not doing its duty to ex-service men. I do not profess to know why this denial should be necessary, unless some person or persons have been making enquiries in places outside of the Home Counties. It is a fact that in H. M. Dockyard Hongkong there are at present over 20 vacancies for constables, if so, surely these vacancies could be filled by some of the men Lord Haig is making the appeal for. I do not know what the conditions of this department are, but I am convinced that if the same pay and conditions were granted as laid down for the Hongkong Police or Police serving in the Home Yards, there would be no need for these vacancies to exist any longer, and in addition would supply berths for 22 deserving men.

I expect that if Lord Haig and Dr. Macnamara were correctly informed, they would find that there are other Government Departments in which vacancies exist as in the Dockyard Police, of course there is the possibility that ex-service men would prefer to be employed by civilian firms, who in the majority of cases offer better terms to their employees.

Yours etc.

Justice.

#### POINT OF VIEW.

##### TO THE EDITOR OF THE "CHINA MAIL."

Dear Sir,—I don't agree with the Hongkong Hotel running motor cars. Why should they butt in on a trade which they have not spent a penny on building up. Is there no live and let live in Hongkong? As soon as the big money people see a small man making a little bit, after doing the pioneer work, they cut in.

Yours etc.

MILK DRINKER.

[We answer this editorially, taking the contrary side, for reasons given.—*China Mail Redaction*.]

#### RHEUMATISM.

HAVE you ever tried Chamberlain's Pain Balm for rheumatism? If not, you are wasting time, as the longer this disease runs on the harder it is to cure. Get a bottle to-day, apply it with a vigorous massage to the affected parts and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Storekeepers.

#### NOTIONS.

## DAIRY FARM NEWS.

### SAUSAGES

#### PORK SAUSAGES

SHEEP " "

LIVER " "

BOL GNA " "

BRAWN " "

Made daily

#### TO-DAY'S SPECIALITY

OXFORD SAUSAGE.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

### IMPORTANT ANNOUNCEMENT

## WHITEAWAYS

HAVE RECEIVED

This Season's Shipment of the celebrated

ALL WOOL

"Nansen" Witney Blankets

We advise our customers to make their purchases in advance, for last year the whole stock was speedily cleared, and so many were disappointed during the cold Season.

Prices this Season compare favourably with those ruling last year, as will be seen from the undermentioned list.

Nos.	Sizes	Prices
No. 15	80" x 62"	\$21.50 per pair.
" 15a	82" x 62"	23.50 " "
" 16	82" x 62"	25.00 " "
" 16a	82" x 64"	27.50 " "
" 17	82" x 64"	32.50 " "
" 17a	84" x 72"	39.50 " "
" 1b	100" x 80"	37.50 " "
" 15a	102" x 82"	42.50 " "
" 16	100" x 82"	39.50 " "
" 16a	102" x 82"	45.00 " "
" 17	102" x 84"	49.50 " "

#### JUST ARRIVED

### New Season's Down Quilts

A splendid range of Designs

Single Bed Sizes 6 1/2 x 4 feet Prices \$21.50, \$23.50, \$25.50.

Double " 7 x 6 feet " 35.00, 37.50, 39.50.

### Autumn and Winter Novelties

Arriving Daily

AT

## WHITEAWAY'S

The Cash Furnishers

HONGKONG

#### A TIN SENSATION.

##### OFFICIAL REPORT.

###### BADAK PROPERTY VALUERS.

##### Australian papers report:—

A sensational reply to a request by the directors of the Badak Company No Liability for an explanation of a mutilated cable message and other cryptic cable messages sent by Mr. H. Scarborough, the company's representative in the East, was received by the board on Aug. 5. The Badak Company has a tin property in the State of Kodah, Malay Peninsula, and has been very conspicuous in the share market during recent months. Mr. Scarborough's message was as follows:—"In reply to your telegram of 23rd, 80 boxes bottom valueless full length valley. Crave high ground going north. Cancel engagements your end. Do you require check here."

In one of the messages recently received from Mr. Scarborough, he stated that certain bore results were

valueless, and he advised the directors not to appoint a manager. A statement was also made to Trenchard, another part of the peninsula, where the Badak Company has a concession, and there was some uncertainty whether the reference to the valueless bore related to Trenchard or to the Badak property. The directors were at a loss to understand the message, and they cabled to Mr. Scarborough for further information. The reply received from Mr. Scarborough leaves no doubt as to his opinion of the property.

The Badak Company has provided sensation after sensation in the share market. On looking results obtained by Mr. T. W. Orton, the prospective who discovered the property for the Badak syndicate, and by Mr. W. Wilson, who checked Mr. Orton's bore, the value of the syndicate shares in the early months of this year made a phenomenal advance. Shares which were placed on the market at £10 were bought up to £22.00. Since then the company was reconstructed and its shares have been continued by the down grade.

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#### DALTON SUPPLIES.

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### SOLE AGENTS IN

CHINA, HONGKONG

AND MACAO.



## NOTICE TO SHIPPERS AND PASSENGERS

## PROJECTED DEPARTURES

(Continued from Page 6.)

## JAPAN PORTS.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## AMERICAN PORTS.

## VANCOUVER.

Sept. 22.	P. & O.	Empress of Asia.
23.	W. L.	Western Mail.
24.	S. S.	Arabia Maru.
25.	N. Y. K.	Kobe Maru.
26.	P. & O.	Empress of Asia.
27.	W. L.	Western Mail.
28.	S. S.	Arabia Maru.
29.	N. Y. K.	Kobe Maru.
30.	P. & O.	Empress of Asia.
31.	W. L.	Western Mail.

## VICTORIA.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## SEATTLE.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## TACOMA.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## SAN FRANCISCO.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## LOS ANGELES.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## VALPARAISO.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## NEW YORK.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## BOSTON.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## DURBAN AND CAPE TOWN.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## EUROPEAN PORTS.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## BRINDISI, VENICE, &amp; TRIESTE.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## GENOA.

Sept. 22.	W. L.	Western Mail.
23.	S. S.	Arabia Maru.
24.	N. Y. K.	Kobe Maru.
25.	P. & O.	Empress of Asia.
26.	W. L.	Western Mail.
27.	S. S.	Arabia Maru.
28.	N. Y. K.	Kobe Maru.
29.	P. & O.	Empress of Asia.
30.	W. L.	Western Mail.
31.	S. S.	Arabia Maru.

## MARSEILLES.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## LONDON.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## HAVRE.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## LIVERPOOL.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## ANTWERP.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## ROTTERDAM.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## AMSTERDAM.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## HAMBURG.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## A TOTAL LOSS.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## JAPANESE FREIGHTER.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## FORTY LIVES LOST.

Sept. 22.	P. & O.	Kashgar.
23.	J. & L.	Tientsin.
24.	L. & N.	Yokohama.
25.	N. Y. K.	Kobe.
26.	P. & O.	Shanghai.
27.	J. & L.	Tientsin.
28.	L. & N.	Yokohama.
29.	N. Y. K.	Kobe.
30.	P. & O.	Shanghai.
31.	J. & L.	Tientsin.

## News of the sinking of the Japanese freighter, "Genpei Maru," and the consequent drowning of the 40 sailors on board, near Cape San Sho, Japan, during the last typhoon, has been verified by Captain H. Aoi, of the "Fudo Maru," who has recently arrived in Manila from Karatsu, Japan. Captain Aoi says that the "Genpei Maru" was on its way to Manila from Karatsu on August 31 last, with a full cargo of coal when the bewildering, one of the strongest typhoons which ever swept the China Sea, struck and smashed it to pieces.

The "Genpei Maru" was of the 3,800-ton type freight boat, and was built at the Kure Shipyard in 1919 for the Mitsui Steamship Company in Japan. The "Genpei Maru" had a crew of 40, and it is believed they all have perished with the ship. A cable was sent by the Manila office of the Mitsui Bussan Kaisha, Ltd., to its home office for a complete detail of the fatal incident, but no answer has as yet been received regarding the matter.

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"I suffered small red pimples on my arms and chest. They were itching and I commenced scratching, and they spread from my arms to my chest. Small pimples also appeared on my limbs, the torture being awful and they caused loss of sleep. 'Cuticura' was recommended and I used it. I bought a box of Cuticura and used it as directed. I am now free from the pimples and my skin is clear and healthy. Cuticura is ideal for every-day use. Soap to cleanse and purify. Ointment to soothe and heal. Soap is Cuticura Soap without water. Cuticura Soap is without water."

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HONGKONG, 21st SEPTEMBER, 1920.

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China Fire Insurance 1, 200/-

Hongkong Fire Insurance 1, 200/-

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Dunlop 1, 200/-

H. & K. Stevedores 1, 200/-

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Shell Transport 1, 200/-

Star Ferry 1, 200/-

Star Ferry 1, 200/-

China 1, 200/-

Malayan 1, 200/-

Mineral 1, 200/-

Kailan Mining 1, 200/-

La gao 1, 200/-

Shanghai 1, 200/-



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